

SAFETY ANALYSIS

2020-2024 REPORT



2026 Safety Performance Targets



PREPARED BY

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Introduction

This Safety Analysis Report is produced annually by the Central Mississippi Planning and Development District (CMPDD) for the Metropolitan Planning Organization (MPO) as a way to track the progress being made as it relates to reducing crashes in the MPO planning area. The report primarily focuses on the number and types of crashes that have occurred and the resulting injuries or fatalities. The crash data used to develop this 2020-2024 Safety Analysis Report was obtained from the National Highway Traffic Safety Administration (NHTSA) and from data provided to the Mississippi Department of Transportation (MDOT) by the Mississippi Department of Public Safety (MDPS). Though data provided by the MDOT identifies fatal crashes in the MPO Planning Area, the data provided by the NHTSA is considered the “official” dataset each state will use to assess fatal crashes. State DOT’s use this data to develop safety performance measures and set targets that focus on reducing crashes. Therefore, all fatal crash data included in this report comes from the NHTSA. However, the NHTSA dataset does not include and is not considered the “official” dataset for serious injury crashes. Thus, the data provided by the MDOT to the MPO will be used to identify and assess serious injury crashes. Reducing the total amount of fatal and serious injury crashes in the MPO Planning Area are both considered high priorities by the MPO in aiding the state in meeting its overall safety goals set forth in the Strategic Highway Safety Plan (SHSP). This report covers a five-year analysis period from 2020-2024.



Safety Performance Measures and Targets

Federal regulations require all MPOs, State Departments of Transportation (DOTs) and designated public transit service providers develop a performance-based transportation planning and programming approach which focuses on improved decision making as it relates to federal funding investments in transportation infrastructure. As part of the performance-based planning and programming requirements MPO's, State DOT's and public transit service providers are required to work collectively to set performance targets for designated performance measures that focus on achieving national goals which were initiated in 2012 under MAP-21 legislation. The first of the seven national goals focuses on improving the safety of users of the transportation system, specifically the goal focuses on achieving a significant reduction in traffic fatalities and serious injuries on all public roads.

NATIONAL SAFETY PERFORMANCE GOAL

TO ACHIEVE A SIGNIFICANT REDUCTION IN TRAFFIC FATALITIES AND SERIOUS INJURIES ON ALL PUBLIC ROADS

In March 2016, the Highway Safety Improvement Program and Safety Performance Management Measures Rule was finalized and published in the Federal Register. The rule requires targets be set for five safety-related performance measures and for MPO's and State DOTs to report progress toward their achievement annually. Targets are established by examining the five-year rolling average for each measure.

FEDERAL SAFETY MEASURES

NUMBER OF FATALITIES

- The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.

RATE OF FATALITIES

- The ratio of total number of fatalities to the number of vehicle miles traveled (in 100 million VMT) in a calendar year.

NUMBER OF SERIOUS INJURIES

- The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.

RATE OF SERIOUS INJURIES

- The ratio of total number of serious injuries to the number of vehicle miles traveled (in 100 million VMT) in a calendar year.

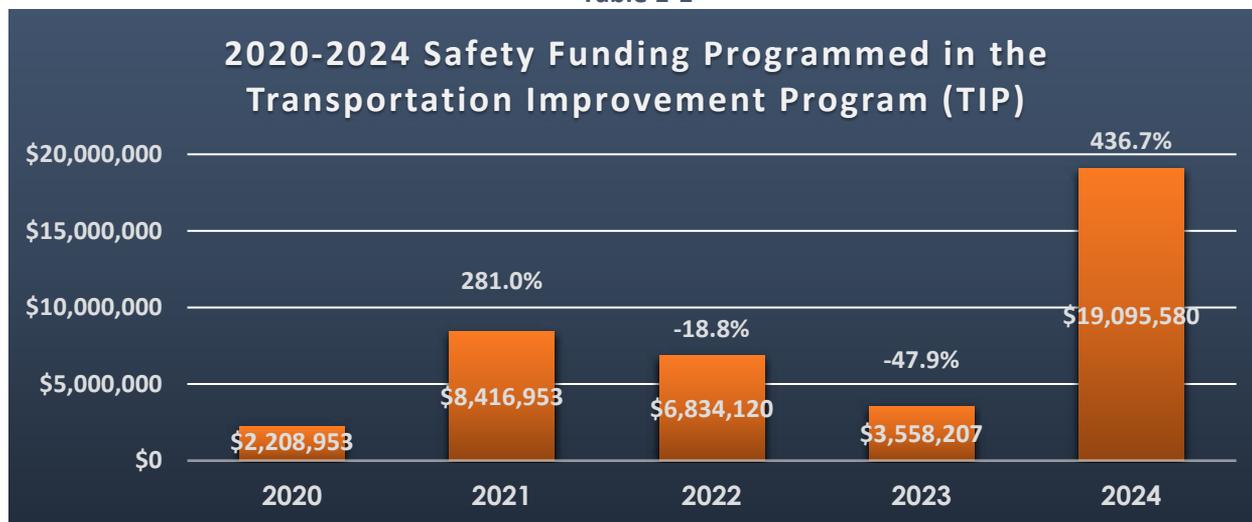
NUMBER OF NON-MOTORIZED FATALITIES AND NON-MOTORIZED SERIOUS INJURIES

- The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

Legislation states MPO’s may set their own targets for each of the Federal Safety Performance Measures or support targets set by their respective State DOT. Since the implementation of performance measures the MPO has elected to support the state targets set by the MDOT. The MPO, in order to aid the MDOT in achieving these targets, sets aside a portion of its Surface Transportation Block Grant (STBG) funding specifically for safety related projects each time a Call for Projects is issued.

Each MPO’s TIP provides a listing of the amount of funding programmed for safety related projects for each Fiscal Year the TIP covers. The table below shows the total amount of federal funding programmed by both the MPO and the MDOT for safety projects for Fiscal Years 2020-2024. It should be noted that though these funds are specifically shown for safety related projects, this is not the total amount of transportation funding programmed each year for safety improvements in the MPO planning area. Additional projects included in the TIP for capacity improvements, roadway resurfacing/reconstruction, bridge repair and transportation alternatives may also include safety features in the overall project scope. These features can include restriping of roadways and bridges, new traffic signals, improved signage or geometric design improvements. Though safety features are included as components of larger projects, the TIP reflects the total amount of funding programmed for each overall project, not a breakdown of how all funding for the project shall be spent. For this reason, Table 1-1 only reflects the amount of federal transportation funding included in the TIP specifically programmed for safety improvement projects.

Table 1-1



The table on the following page shows the five-year rolling average for each safety measure for the 2020-2024 performance period for both the State and the MPO and also includes the State of Mississippi’s 2026 Safety Performance Targets as outlined in the Mississippi Highway Safety Improvement Program 2025 Annual Report.

SAFETY TARGETS



2026 State of Mississippi Safety Targets

Measure	Target
Number of Fatalities	726
Rate of Fatalities per 100 million VMT	1.770
Number of Serious Injuries	2,967
Rate of Serious Injuries per 100 million VMT	7.240
Number of Non-Motorized Fatalities and Serious Injuries	292

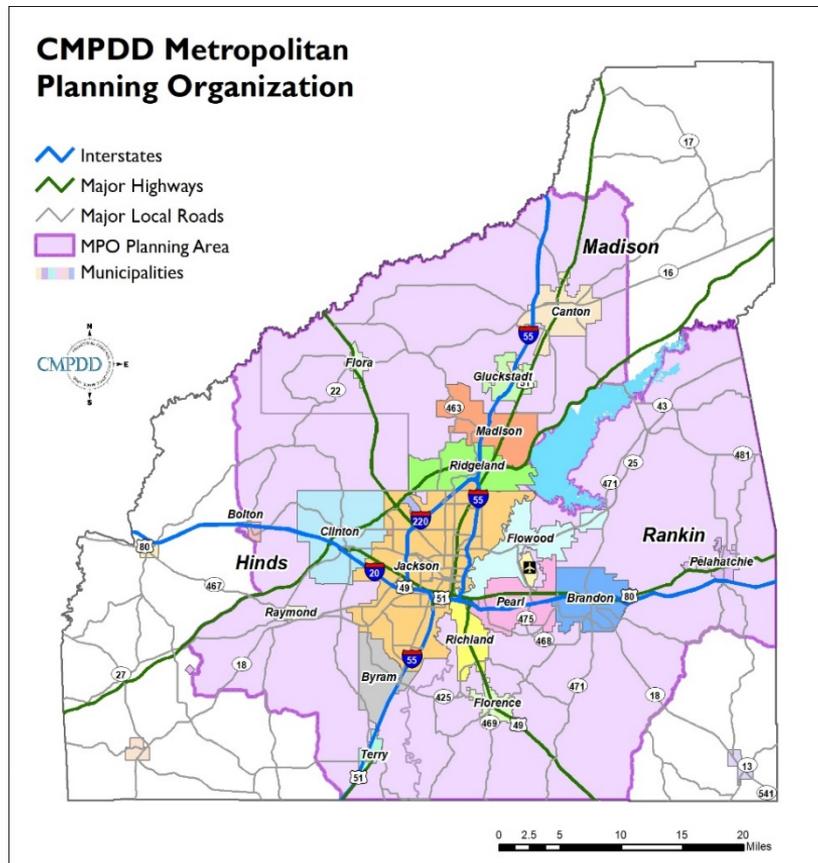
State and MPO Safety Performance Trends

Fatalities	2020	2021	2022	2023	2024	5-yr Average
Mississippi	748	766	703	737	697	730.2
CMPDD MPO	104	77	80	81	91	86.6
Fatality Rate	2020	2021	2022	2023	2024	5-yr Average
Mississippi	1.891	1.875	1.760	1.808	1.70	1.807
CMPDD MPO	2.028	1.479	1.569	1.563	1.727	1.673
Serious Injuries	2020	2021	2022	2023	2024	5-yr Average
Mississippi	3,616	3,519	3,344	3,205	3,834	3,515.0
CMPDD MPO	660	695	603	654	624	647.2
Serious Injury Rate	2020	2021	2022	2023	2024	5-yr Average
Mississippi	9.141	8.614	8.370	7.863	7.15	8.228
CMPDD MPO	12.868	13.352	11.824	12.619	11.840	12.501
Non-Motorized Fatalities and Serious Injuries	2020	2021	2022	2023	2024	5-yr Average
Mississippi	324	295	290	285	280	294.8
CMPDD MPO	64	62	51	78	73	65.6

*A **Measure** is a statement of what is being assessed, and a **Target** is a quantifiable level of performance or what you hope to achieve within an identified time period.*



MPO at CMPDD

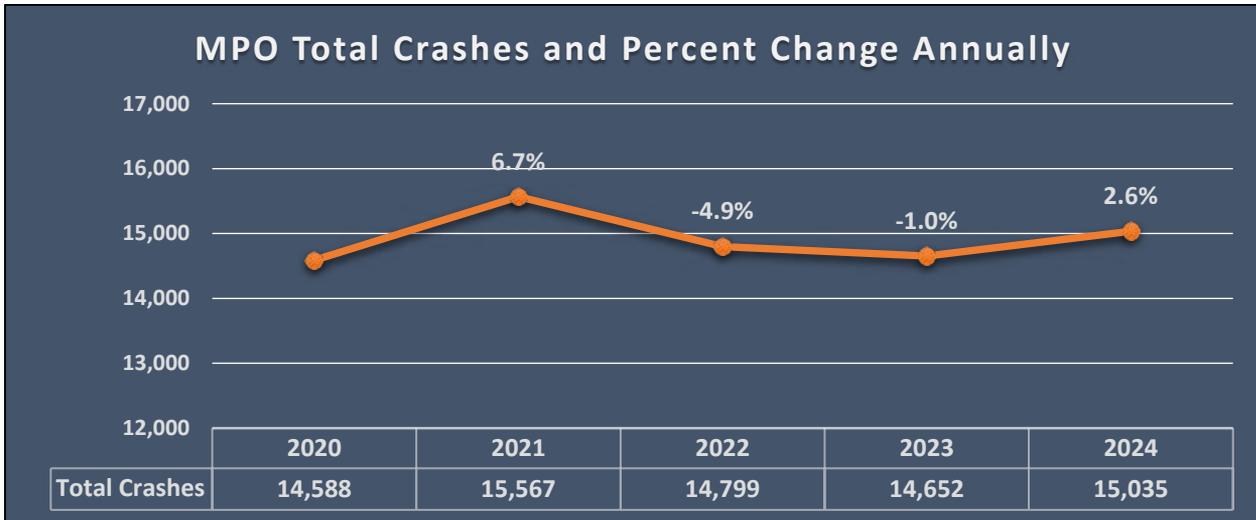


The planning area for the MPO at CMPDD includes portions of Hinds, Madison and Rankin Counties and the municipalities within those counties. Based on the 2020 Census, the total population for the MPO planning area is approximately 488,700. This is roughly 16.5% of the state of Mississippi’s total population. However, over the five (5) year analysis period of this report (2020-2024) the MPO has 19.2% of the state’s total crashes, 18.4% of crashes with serious injuries and, according to the National Highway Traffic Safety Administration (NHTSA), 11.9% of the state’s total fatalities that are a result of motor vehicle crashes.

From 2020 to 2024 the total number of crashes in the MPO planning area increased by 3.1% (See Table 1-2). During that same time period the average annual vehicle miles traveled increased by 2.8% (See Table 1-3).

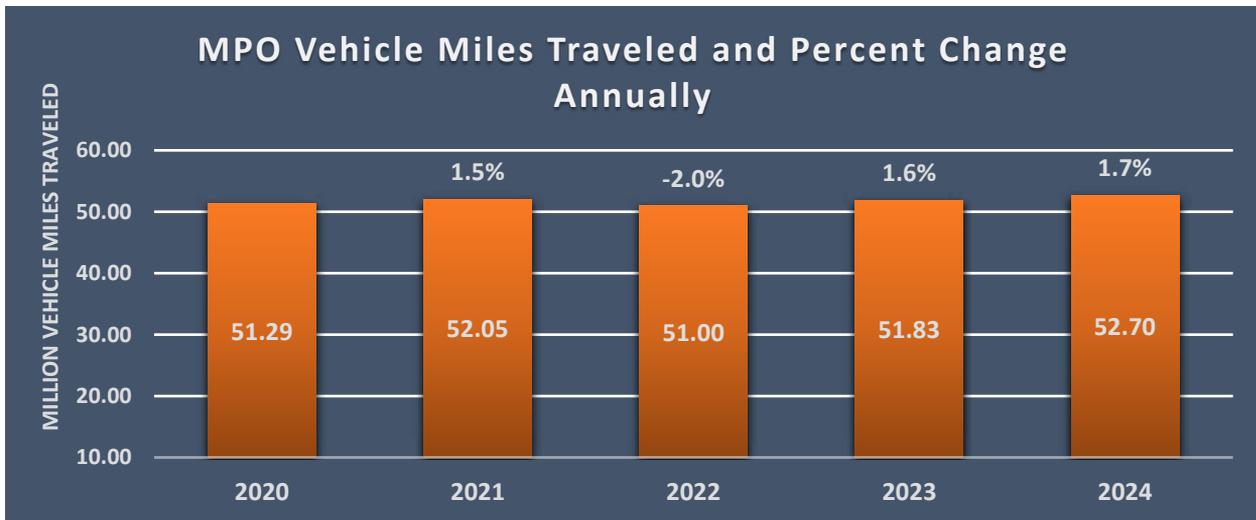


Table 1-2



*Data provided by the Mississippi Department of Transportation (MDOT) and the Mississippi Department of Public Safety (MDPS)

Table 1-3



*Data provided by the MDOT



COVER YOUR SPEED
WEAR A SEAT BELT

The top five crash types in the MPO between 2020 and 2024 make up 75.2% of all crashes with 33.1% involving automobiles being rear ended while moving slowly or at a stop. Additionally, 84.4% of all crashes occurred during dry conditions and 72.4% occurred during daylight hours.

Crash Type	Total Crashes	% of Total
Rear end slow or stop	24,674	33.1%
Angle	11,059	14.8%
Sideswipe	10,414	14.0%
Parked vehicle	5,458	7.3%
Run off Road - Right	4,494	6.0%
Left turn same roadway	4,297	5.8%
Unknown	3,351	4.5%
Run off Road - Left	3,176	4.3%
Deer	2,399	3.2%
Opposite Direction Sideswipe	1,351	1.8%
Other in road	608	0.8%
Head on	571	0.8%
Rear end turn	507	0.7%
Pedestrian	505	0.7%
Fixed Object	504	0.7%
Fell from vehicle	388	0.5%
Run off Road - Straight	241	0.3%
Animal	201	0.3%
Overturn	188	0.3%
Other	131	0.2%
Bicycle	87	0.1%
Train	24	0.03%
Jackknife	11	0.01%
Hit and Run	1	0.001%
Right turn same roadway	1	0.001%

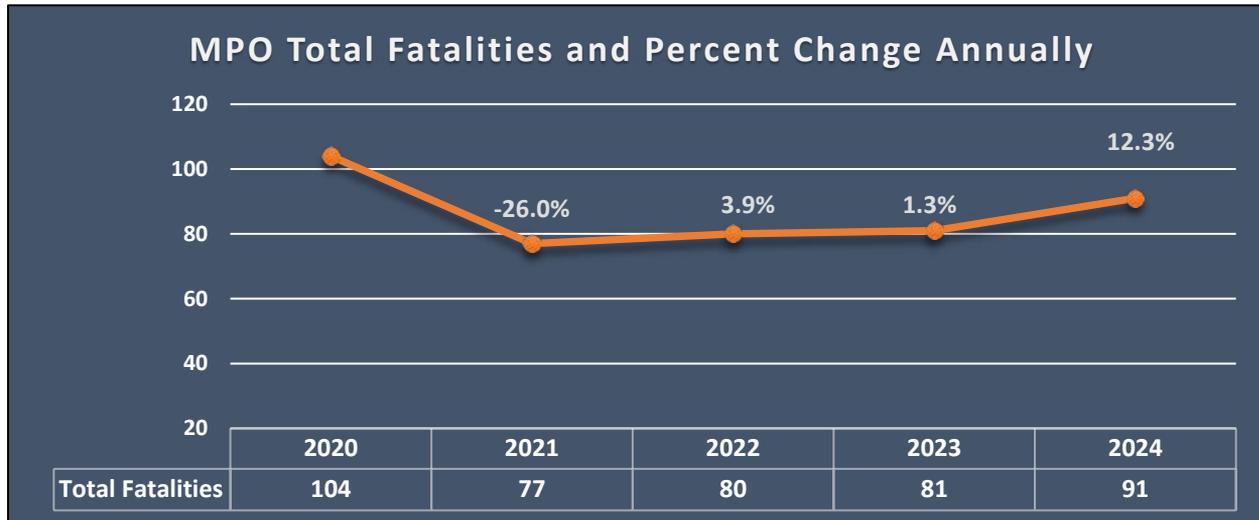
Surface Conditions	Total Crashes	% of Total
Dry	62,965	84.4%
Wet	10,522	14.1%
Ice/frost	408	0.5%
Unknown	358	0.5%
Water (standing, moving)	221	0.3%
Mud, dirt, gravel	78	0.1%
Other	39	0.05%
Snow	29	0.04%
Slush	18	0.02%
Oil	2	0.003%
Sand	1	0.001%

Light Conditions	Total Crashes	% of Total
Daylight	54,076	72.4%
Dark - lighted	11,621	15.6%
Dark - not lighted	5,824	7.8%
Dawn/dusk	2,141	2.9%
Dark - unknown lighting	577	0.8%
Unknown	351	0.5%
Other	51	0.1%

The annual amount of vehicle miles traveled has remained fairly steady over the past four years, but still remains low compared to 2019 which was prior to the COVID-19 shutdown in 2020. This can be seen as a factor in the total amount of crashes also still remaining relatively low over the same period. It should also be noted that the total amount of serious injuries sustained as a result of serious injury crashes and the serious injury rate have also both remained fairly steady over the past four years as can be seen in Tables 1-6 and 1-7. Tables 1-4 and 1-6 show the number of fatalities and serious injuries that occurred due to motor vehicle crashes in the MPO planning area between 2020-2024. For the five-year period there was an average of 86.6 fatalities per year with the highest total being 104 fatalities in 2020. The largest

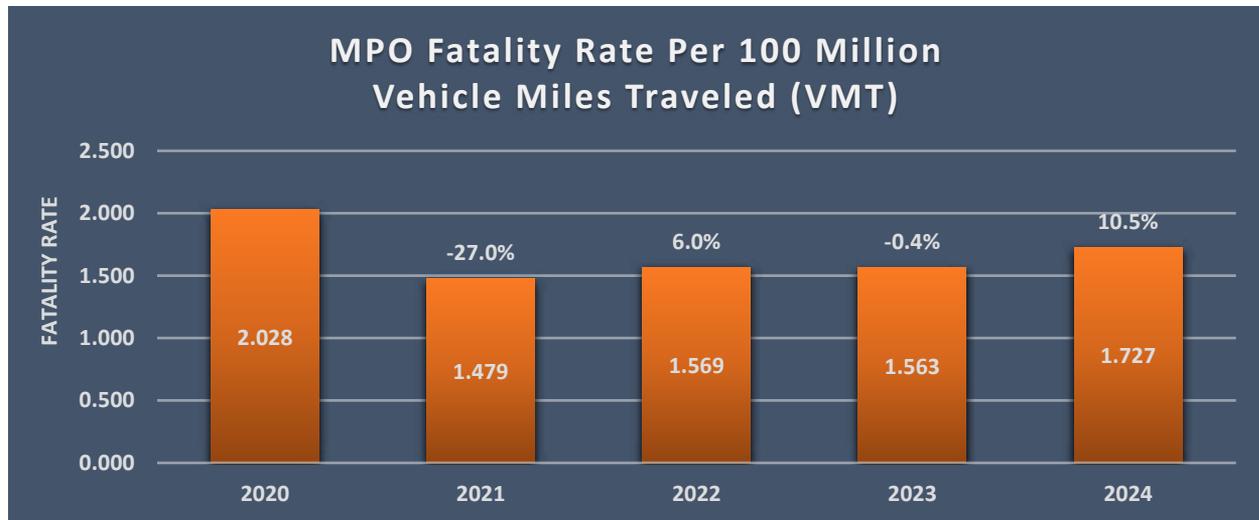
increase in fatalities during the analysis period was 12.3% between 2023 and 2024. For the five-year period the number of fatalities caused by crashes decreased 12.5% from 104 to 91.

Table 1-4



*Data provided by the National Highway Traffic Safety Administration (NHTSA)

Table 1-5

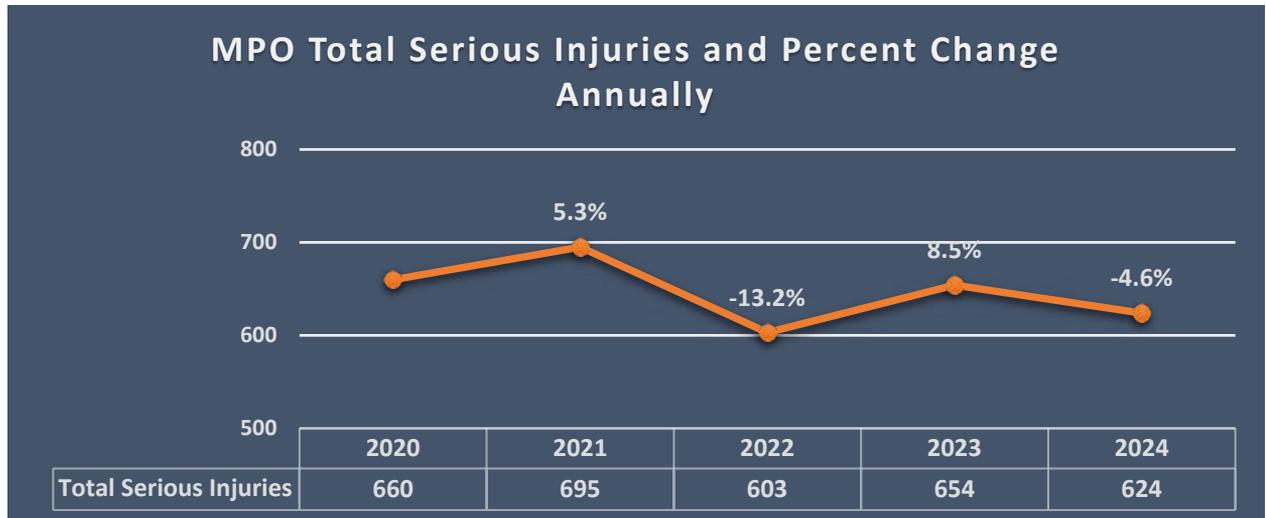


*Data provided by the National Highway Traffic Safety Administration (NHTSA) and the Mississippi Department of Transportation (MDOT)



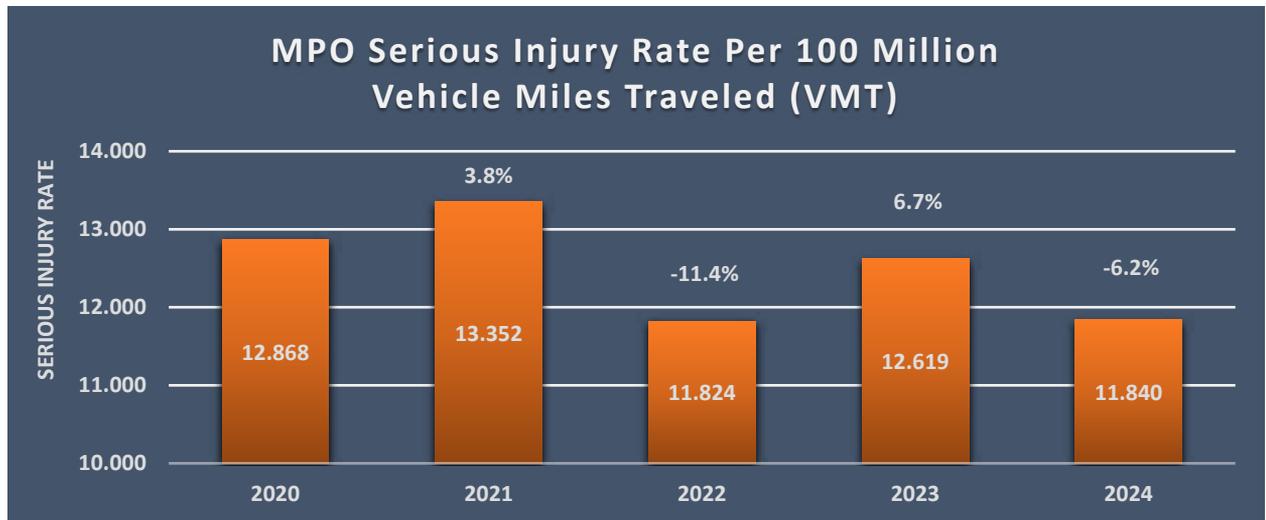
The average amount of serious injuries resulting from crashes for the five-year period was 647.2 per year with the highest total being 695 in 2021.

Table 1-6



*Data provided by the MDOT and the MDPS

Table 1-7



*Data provided by the MDOT and the MDPS



MPO Bicycle and Pedestrian Fatalities and Serious Injuries

By the Numbers

Fatalities	2020	2021	2022	2023	2024	5-yr Average
Bicyclist	2	3	0	3	3	2.2
Pedestrian	20	16	11	22	22	18.2
Combined	22	19	11	25	25	20.4

Table 1-8
MPO Non-Motorized Fatalities



Serious Injuries	2020	2021	2022	2023	2024	5-yr Average
Bicyclist	4	1	3	3	10	4.2
Pedestrian	38	42	37	50	38	41.0
Combined	42	43	40	53	48	45.2

Table 1-9
MPO Non-Motorized Serious Injuries



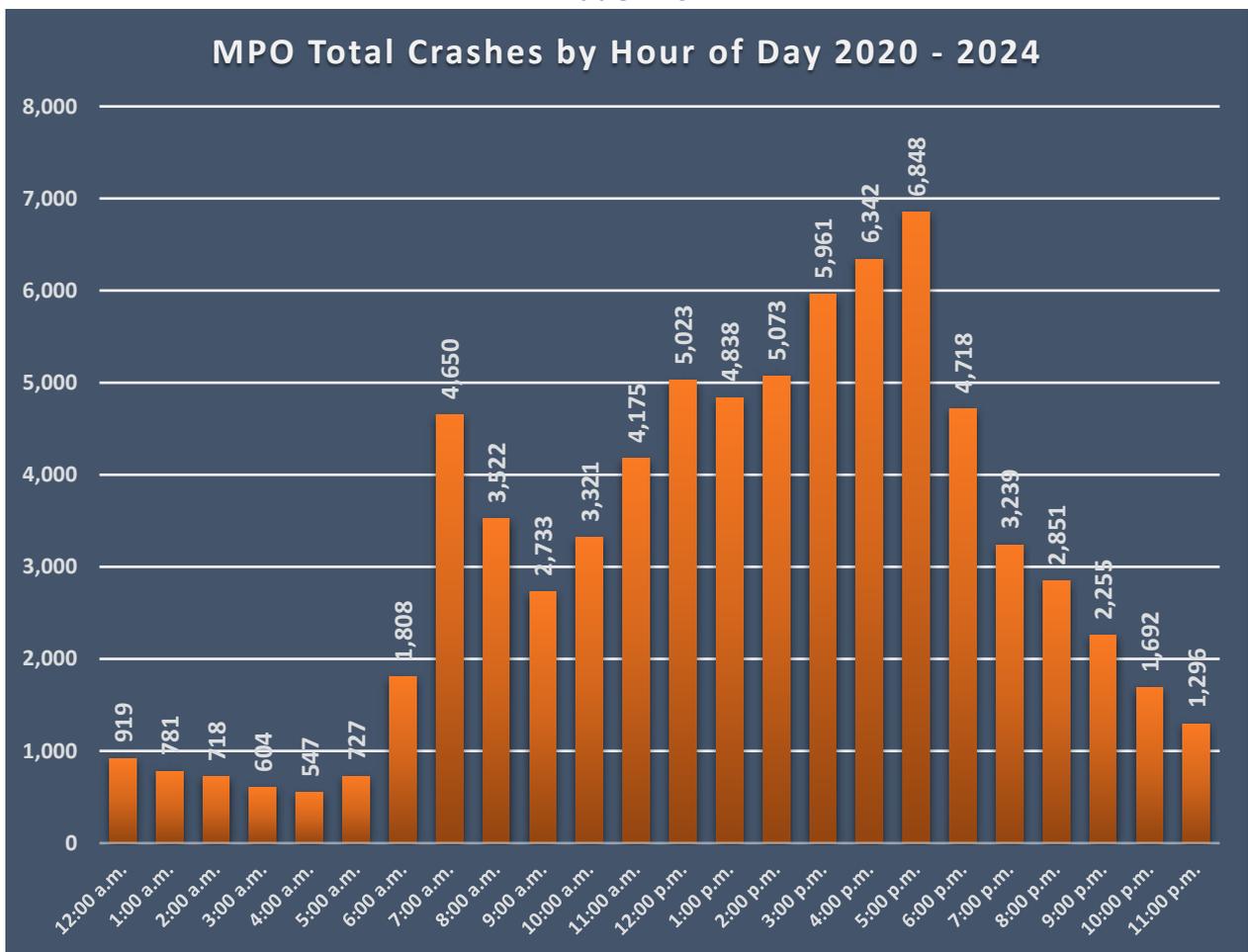
*Data provided by the NHTSA, MDOT and the MDPS



Reducing the amount of non-motorized fatalities and serious injuries involving a motor vehicle is one of the five federal safety performance measures States and MPO’s must set targets for. Table’s 1-8 and 1-9 show the number of fatalities and serious injuries for both bicyclists and pedestrians that occurred between 2020 and 2024.

Almost 40% of all crashes in the MPO planning area for the five-year reporting period occur over five hours of the day. Of these five, the time period with the highest number of crashes is between 5:00 P.M. and 5:59 P.M. This is considered a peak travel time during a typical day as this is typically when the largest amount of commuters are on the roadway leaving work headed home. Increasing law enforcement presence during the time frames with the highest crash totals could have a significant impact in reducing total crashes in the MPO planning area.

Table 1-10



*Data provided by the MDOT and the MDPS

General Crash Statistics

47.1%

of all crashes occurred at intersections

45.3%

of intersection crashes involved a car being rear ended

7.0%

of all serious injuries resulting from auto crashes involved bicyclists and pedestrians

23.6%

of all fatalities resulting from auto crashes involved bicyclists and pedestrians

84.4%

of all crashes occurred during dry roadway conditions

72.4%

of all crashes occurred during daylight conditions

2.7%

of all crashes involved alcohol

10.6%

of all crashes are run off road crashes

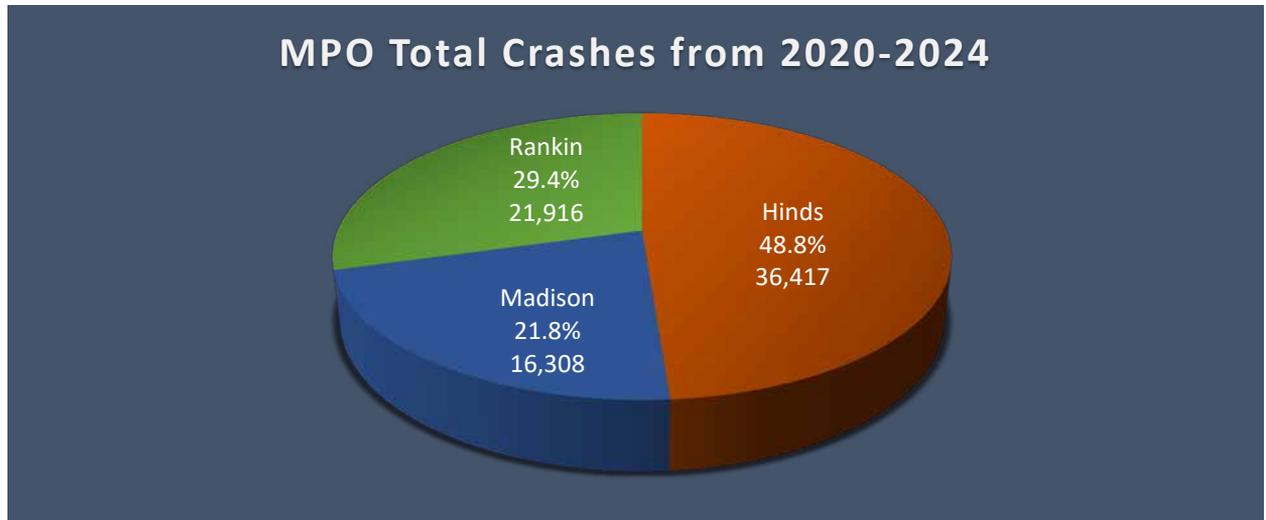
MPO Overview

The total amount of crashes for the 2020-2024 study period for the MPO planning area has remained fairly steady averaging 14,928 per year with 2020 experiencing the lowest amount of total crashes (14,588) and 2021 having the highest amount (15,567). During that same time period, the total amount of fatalities decreased by 26% between 2020 and 2021, but saw a 12.3% increase between 2023 and 2024. In 2022, the MPO planning area had the least amount of serious injuries resulting from automobile crashes at 603 and averages slightly over 647 per year for the five-year planning period. As can be seen under the "General Crash Statistics" column to the left, alcohol is very rarely a contributing factor in the total amount of auto accidents. Similarly, wet roadway conditions including water, ice, frost, snow, slush and oil only contribute to 15% of all roadway crashes.



Individual County Reports

The previous section provided crash data and statistics for the MPO Planning Area as a whole, which includes portions of Hinds, Madison, and Rankin Counties. The following sections provide crash data and statistics broken down for each of the three counties which provides a snapshot of how each county is trending compared to the MPO planning area as a whole. As mentioned in the introduction, this report does not identify specific high priority crash locations, but rather provides an overview of the crash trends affecting the region.

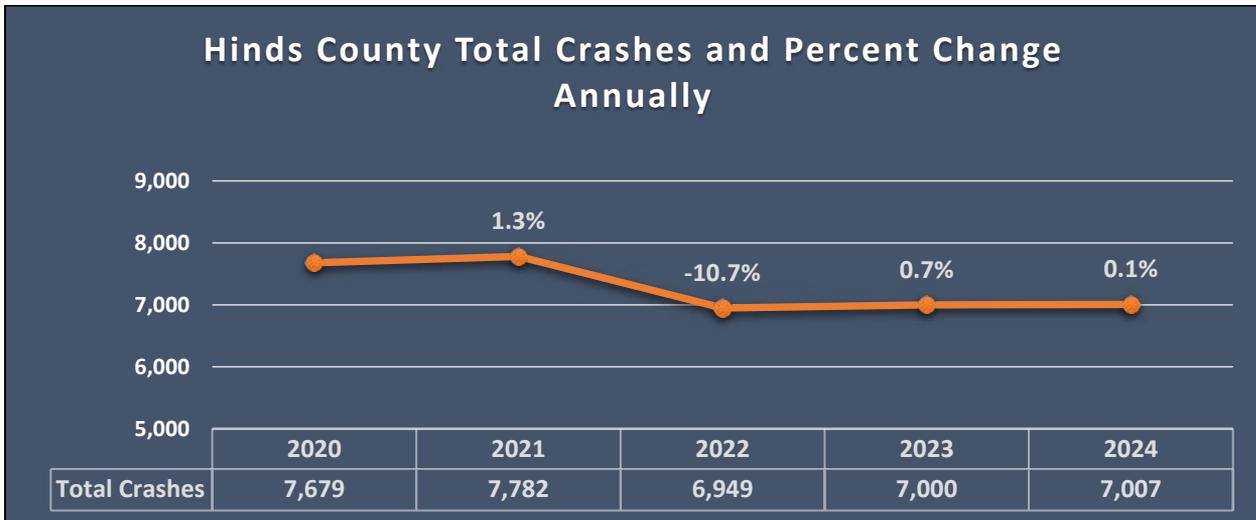


Hinds County

Based on the 2020 Census, Hinds County’s total population within the MPO is 224,341 which is 46.4% of the MPO planning area’s total population. However, Hinds County has 48.8% of the total crashes, 59.1% of the serious injuries resulting from crashes and 65.4% of the fatalities resulting from crashes that occur in the planning area.

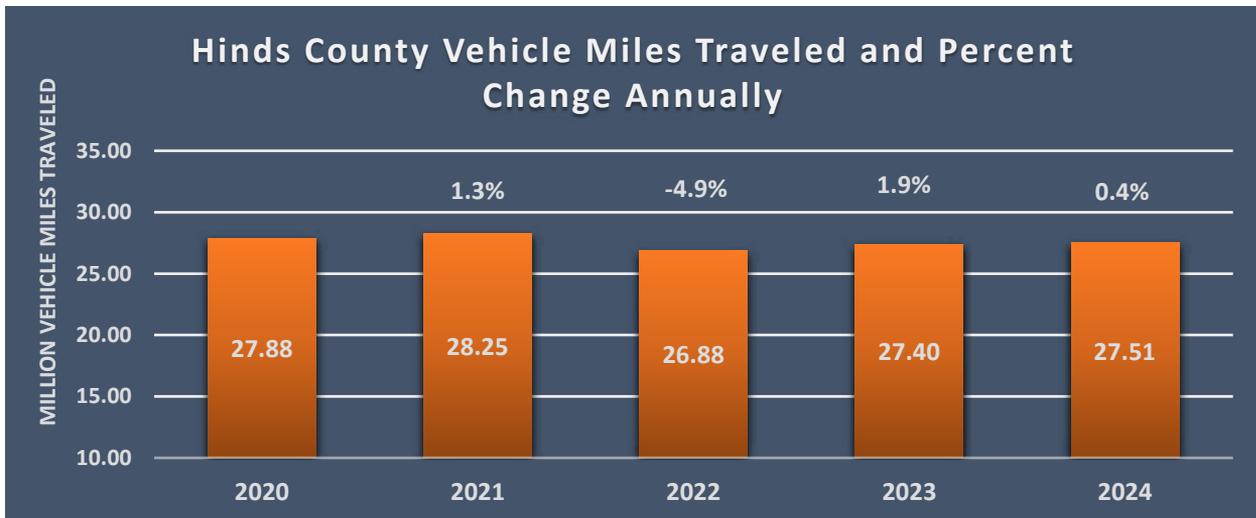
From 2020 to 2024 the number of crashes in Hinds County decreased by 8.8% (Table 2-1). During that same time period, the annual vehicle miles traveled decreased by 1.3% (Table 2-2).

Table 2-1



*Data provided by the MDOT and the MDPS

Table 2-2



*Data provided by the MDOT

As can be seen below, the top five crash types in Hinds County between 2020 and 2024 make up 75.9% of all crashes with 29.1% involving automobiles being rear ended while moving slowly or at a stop. Additionally, 83.5% of all crashes occurred during dry conditions and 69.1% occurred during daylight hours.

Crash Type	Total Crashes	% of Total
Rear end slow or stop	10,601	29.1%
Sideswipe	6,100	16.8%
Angle	5,646	15.5%
Parked vehicle	3,110	8.5%
Run off Road - Right	2,194	6.0%
Left turn same roadway	1,899	5.2%
Run off Road - Left	1,670	4.6%
Unknown	1,390	3.8%
Deer	826	2.3%
Opposite Direction Sideswipe	748	2.1%
Pedestrian	385	1.1%
Head on	349	1.0%
Other in road	319	0.9%
Fixed Object	296	0.8%
Rear end turn	214	0.6%
Fell from vehicle	164	0.5%
Run off Road - Straight	129	0.4%
Other	104	0.3%
Overturn	102	0.3%
Animal	98	0.3%
Bicycle	51	0.1%
Train	17	0.05%
Jackknife	4	0.01%
Hit and Run	1	0.003%

Surface Conditions	Total Crashes	% of Total
Dry	32,313	83.5%
Wet	5,732	14.8%
Unknown	320	0.8%
Ice	167	0.4%
Water	107	0.3%
Sand/Mud/Dirt/Oil/Gravel	43	0.1%
Snow	16	0.04%
Slush	12	0.03%
Other	10	0.03%

Light Conditions	Total Crashes	% of Total
Daylight	26,750	69.1%
Dark-Lit	7,505	19.4%
Dark-Unlit	2,823	7.3%
Dusk	793	2.0%
Dawn	480	1.2%
Unknown	363	0.9%
Other	6	0.02%

Table 2-3

Hinds County Total Fatalities and Percent Change Annually



*Data provided by the NHTSA

Table 2-4

Hinds County Fatality Rate Per 100 Million Vehicle Miles Traveled (VMT)



*Data provided by the National Highway Traffic Safety Administration (NHTSA) and the Mississippi Department of Transportation (MDOT)

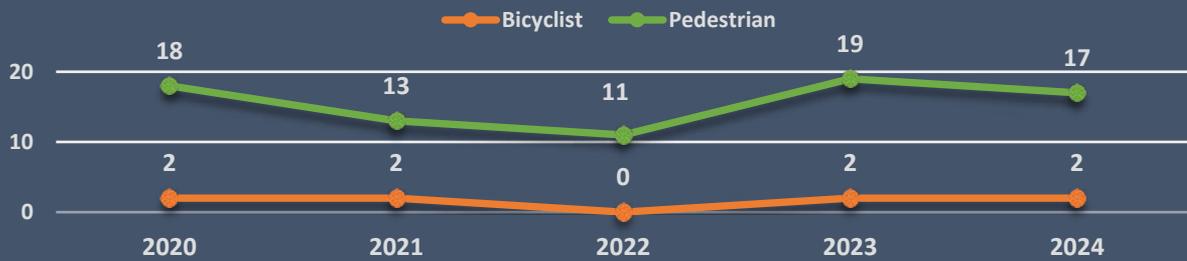


Hinds County Bicycle and Pedestrian Fatalities and Serious Injuries

By the Numbers

Fatalities	2020	2021	2022	2023	2024	5-yr Average
Bicyclist	2	2	0	2	2	1.6
Pedestrian	18	13	11	19	17	15.6
Combined	20	15	11	21	19	17.2

Table 2-7
Hinds County Non-Motorized Fatalities



Serious Injuries	2020	2021	2022	2023	2024	5-yr Average
Bicyclist	1	1	3	1	6	2.4
Pedestrian	33	33	27	34	27	30.8
Combined	34	34	30	35	33	33.2

Table 2-8
Hinds County Non-Motorized Serious Injuries



*Data provided by the NHTSA, MDOT and the MDPS

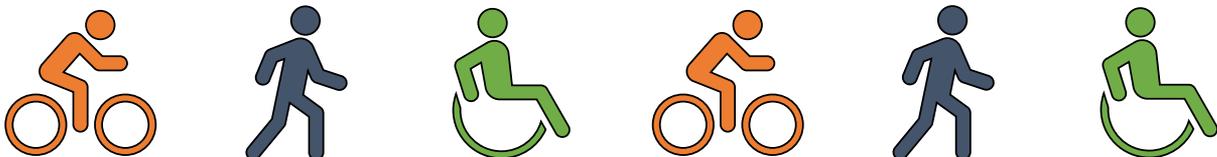
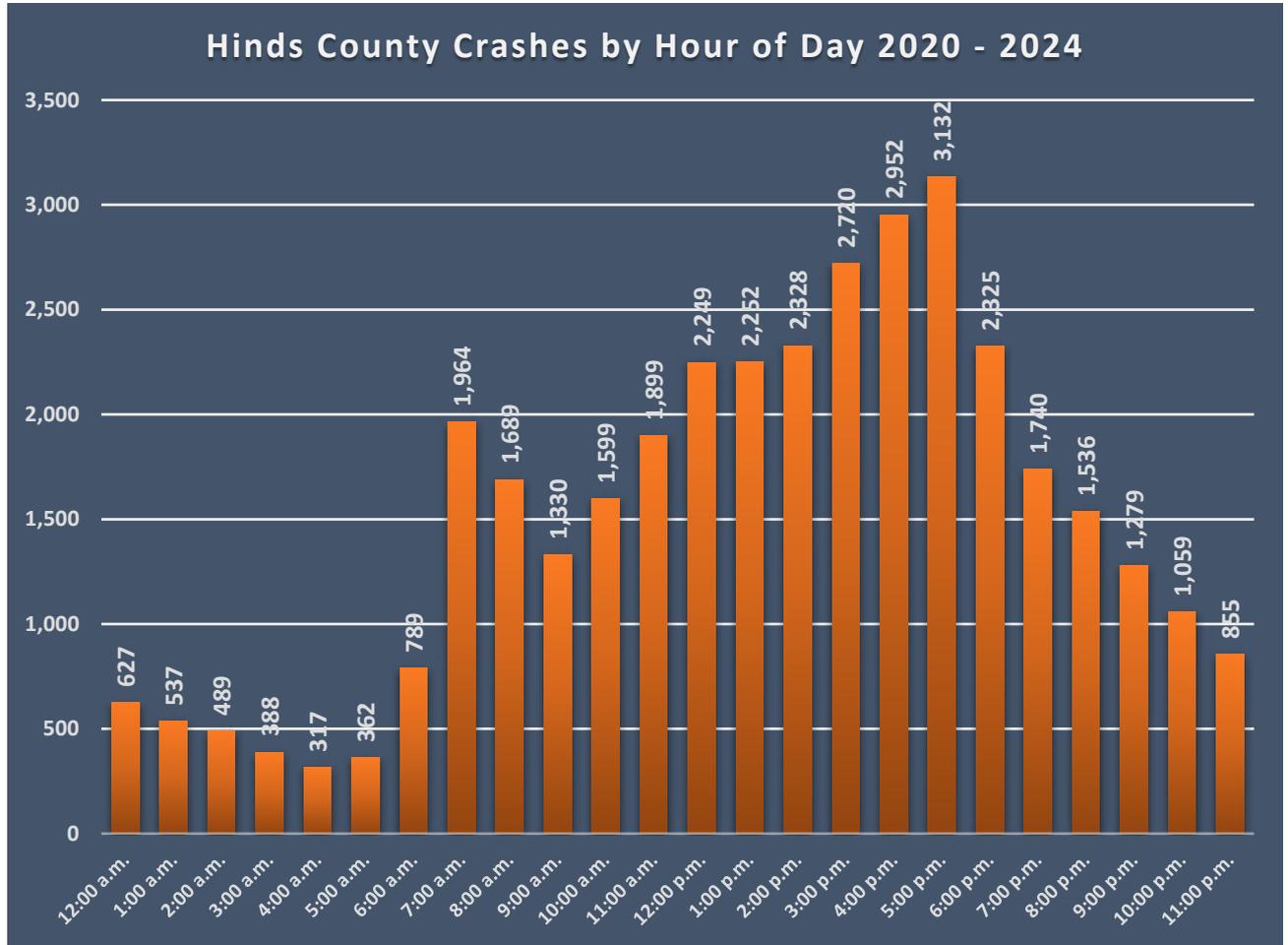


Table 2-9



*Data provided by the MDOT and the MDPS



General Crash Statistics

46.2%

of all crashes occurred at intersections

39.9%

of intersection crashes involved a car being rear ended

8.7%

of all serious injuries resulting from auto crashes involving bicyclists and pedestrians

30.4%

of all fatalities resulting from auto crashes involving bicyclists and pedestrians

83.9%

of all crashes occurred during dry roadway conditions

68.8%

of all crashes occurred during daylight conditions

3.1%

of all crashes involved alcohol

11.0%

of all crashes are run off road crashes

Hinds County Overview

In 2021, Hinds County experienced its largest amount of serious injuries resulting from automobile crashes at 424. Since that time, the annual amount of serious injury crashes has remained less than 400 annually with the smallest amount occurring in 2024 at 355. In 2020, there were 76 total fatalities, the largest amount for the five-year period. Since that time, the amount of fatalities has remained steady and has not gotten above 55 total since 2020. Over the five year study period the total amount of crashes in Hinds County has fluctuated from year to year with the lowest amount of crashes occurring in 2022 at 6,949 and the highest in 2021 at 7,782. The total amount of crashes decreased by 833 (-10.7%) between 2021 and 2022. Comparatively speaking, Hinds County has a significantly higher amount of bicyclist and pedestrian fatalities than Madison and Rankin Counties. This is not unexpected as Hinds County also has a larger population, higher traffic volumes, greater amount of people who commute into the county for work and a higher percentage of its population that is transit dependent than the other two counties.

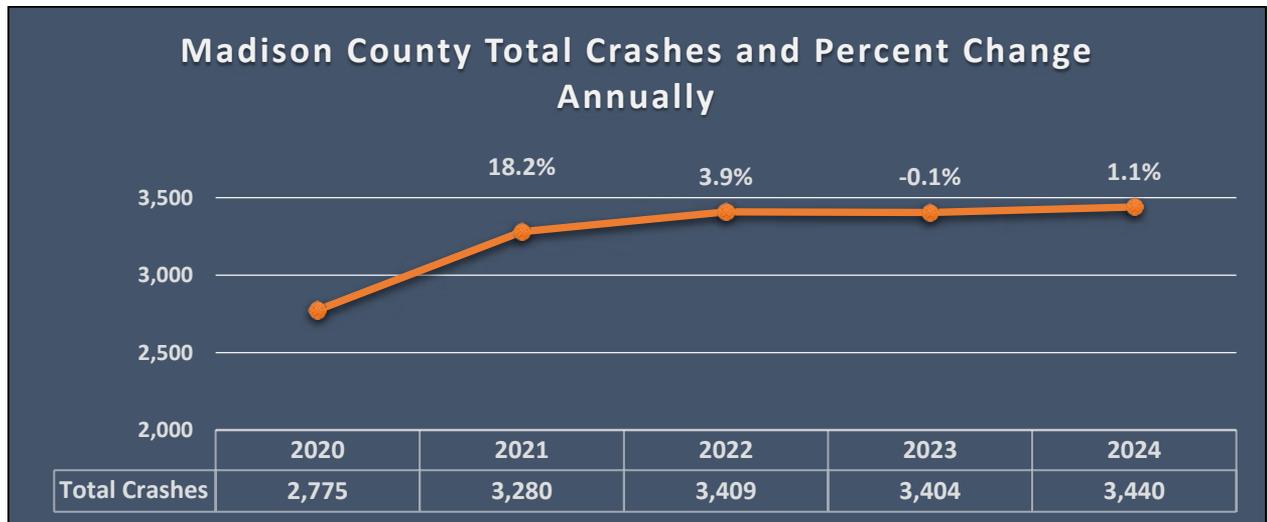


Madison County

Based on the 2020 Census, Madison County’s total population within the MPO is 103,733 which is 21.5% of the MPO planning area’s total population. However, Madison County has 21.8% of the total crashes, 13.4% of the serious injuries resulting from crashes and 12.5% of the fatalities resulting from crashes that occur in the planning area.

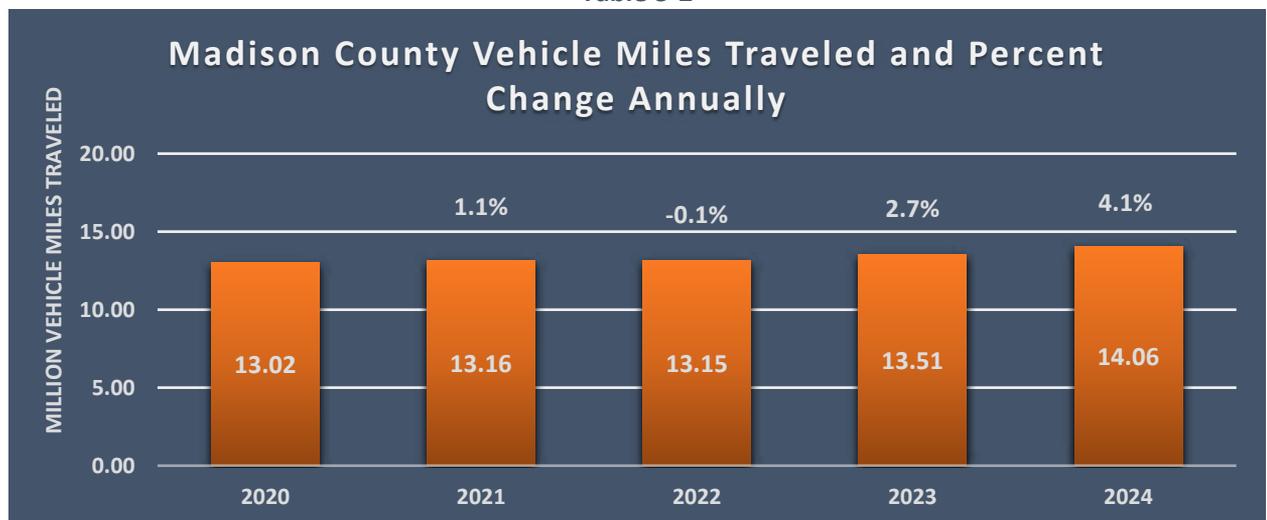
From 2020 to 2024 the number of crashes in Madison County increased by 24% (Table 3-1). During that same time period, the annual vehicle miles traveled increased by 8% (Table 3-2).

Table 3-1



*Data provided by the MDOT and the MDPS

Table 3-2



*Data provided by the MDOT

As can be seen, the top five crash types in Madison County between 2020 and 2024 make up 73.7% of all crashes with 32.7% involving automobiles being rear ended while moving slowly or at a stop. Additionally, 85.6% of all crashes occurred during dry conditions and 75.6% occurred during daylight hours.

Crash Type	Total Crashes	% of Total
Rear end slow or stop	5,336	32.7%
Angle	2,123	13.0%
Sideswipe	1,698	10.4%
Parked vehicle	1,455	8.9%
Unknown	1,407	8.6%
Deer	999	6.1%
Run off Road - Right	884	5.4%
Left turn same roadway	843	5.2%
Run off Road - Left	598	3.7%
Opposite Direction Sideswipe	267	1.6%
Other in road	119	0.7%
Rear end turn	107	0.7%
Fixed Object	95	0.6%
Fell from vehicle	94	0.6%
Head on	68	0.4%
Pedestrian	54	0.3%
Run off Road - Straight	49	0.3%
Animal	47	0.3%
Overturn	28	0.2%
Bicycle	21	0.1%
Other	12	0.1%
Train	4	0.02%

Surface Conditions	Total Crashes	% of Total
Dry	13,967	85.6%
Wet	2,130	13.1%
Ice/frost	88	0.5%
Unknown	51	0.3%
Water (standing, moving)	50	0.3%
Mud, dirt, gravel	12	0.1%
Other	4	0.02%
Snow	3	0.02%
Slush	3	0.02%

Light Conditions	Total Crashes	% of Total
Daylight	12,326	75.6%
Dark - lighted	2,073	12.7%
Dark - not lighted	1,301	8.0%
Dawn/dusk	460	2.8%
Dark - unknown lighting	88	0.5%
Unknown	51	0.3%
Other	9	0.1%

Table 3-3

Madison County Total Fatalities and Percent Change Annually



*Data provided by the NHTSA

Table 3-4

Madison County Fatality Rate Per 100 Million Vehicle Miles Traveled (VMT)



*Data provided by the NHTSA and the MDOT



Table 3-5

Madison County Total Serious Injuries and Percent Change Annually



*Data provided by the MDOT and the MDPS.

Table 3-6

Madison County Serious Injury Rate Per 100 Million Vehicle Miles Traveled (VMT)



*Data provided by the MDOT and the MDPS.



Madison County Bicycle and Pedestrian Fatalities and Serious Injuries

By the Numbers

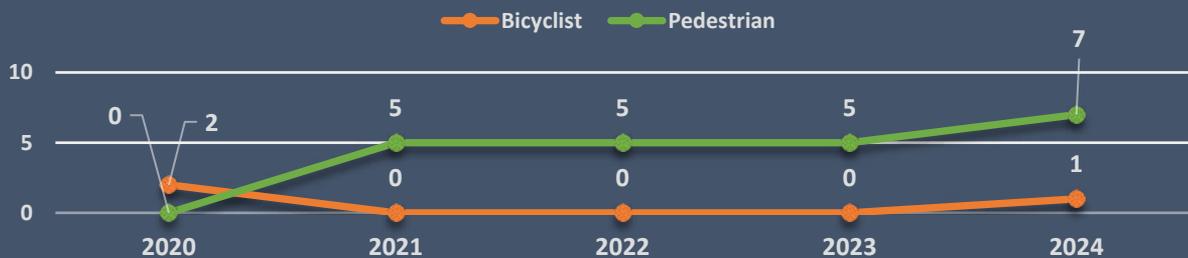
Fatalities	2020	2021	2022	2023	2024	5-yr Average
Bicyclist	0	1	0	0	1	0.4
Pedestrian	1	2	0	2	0	1.0
Combined	1	3	0	2	1	1.4

Table 3-7
Madison County Non-Motorized Fatalities



Serious Injuries	2020	2021	2022	2023	2024	5-yr Average
Bicyclist	2	0	0	0	1	0.6
Pedestrian	0	5	5	5	7	4.4
Combined	2	5	5	5	8	5.0

Table 3-8
Madison County Non-Motorized Serious Injuries

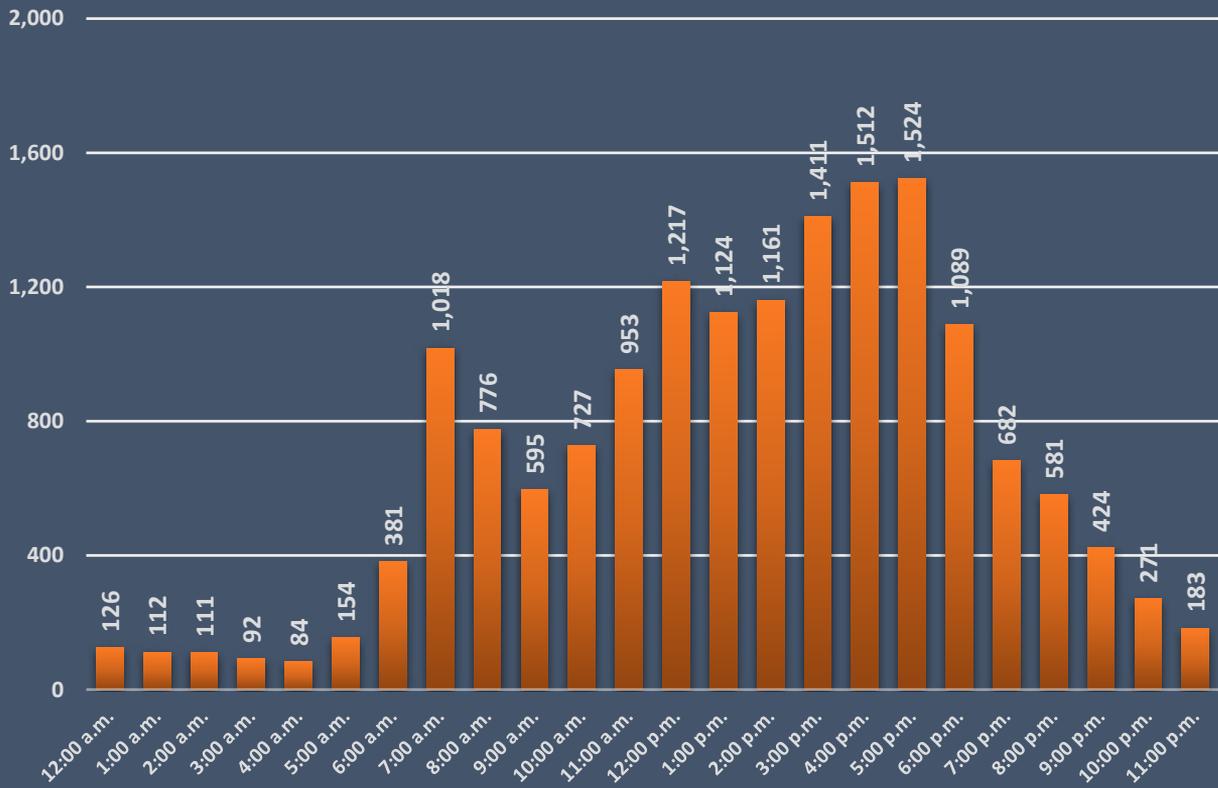


*Data provided by the NHTSA, MDOT and the MDPS



Table 3-9

Madison County Crashes by Hour of Day 2020 - 2024



*Data provided by the MDOT and the MDPS



General Crash Statistics

43.6%

of all crashes occurred at intersections

49.1%

of intersection crashes involved a car being rear ended

5.8%

of all serious injuries resulting from auto crashes involving bicyclists and pedestrians

13.0%

of all fatalities resulting from auto crashes involving bicyclists and pedestrians

85.6%

of all crashes occurred during dry roadway conditions

75.6%

of all crashes occurred during daylight conditions

2.5%

of all crashes involved alcohol

9.4%

of all crashes are run off road crashes

Madison County Overview

From 2020 to 2022, Madison County experienced a noticeable increase in total crashes year to year. Over the five-year study period the total amount of fatalities has remained fairly consistent year after year ranging between 8 and 12 fatalities each year. The total amount of serious injuries resulting from auto crashes has also remained fairly consistent between the same time period ranging between 84 and 92 each year. The total amount of bicyclist and pedestrian fatalities and serious injuries resulting from automobile crashes is consistently low throughout Madison County averaging 1.4 fatalities and 5 serious injuries per year for the five-year planning period.

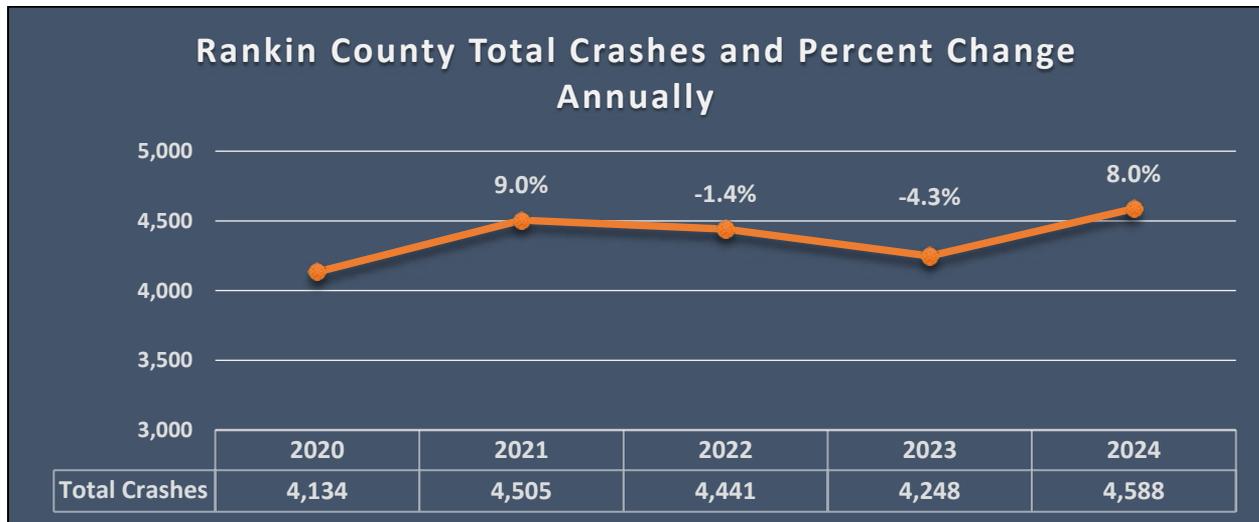


Rankin County

Based on the 2020 Census, Rankin County’s total population within the MPO is 155,250 which is 32.1% of the MPO planning area’s total population. However, Rankin County has 29.4% of the total crashes, 27.5% of the total serious injuries resulting from crashes and 22.2% of the fatal fatalities resulting from crashes that occur in the planning area.

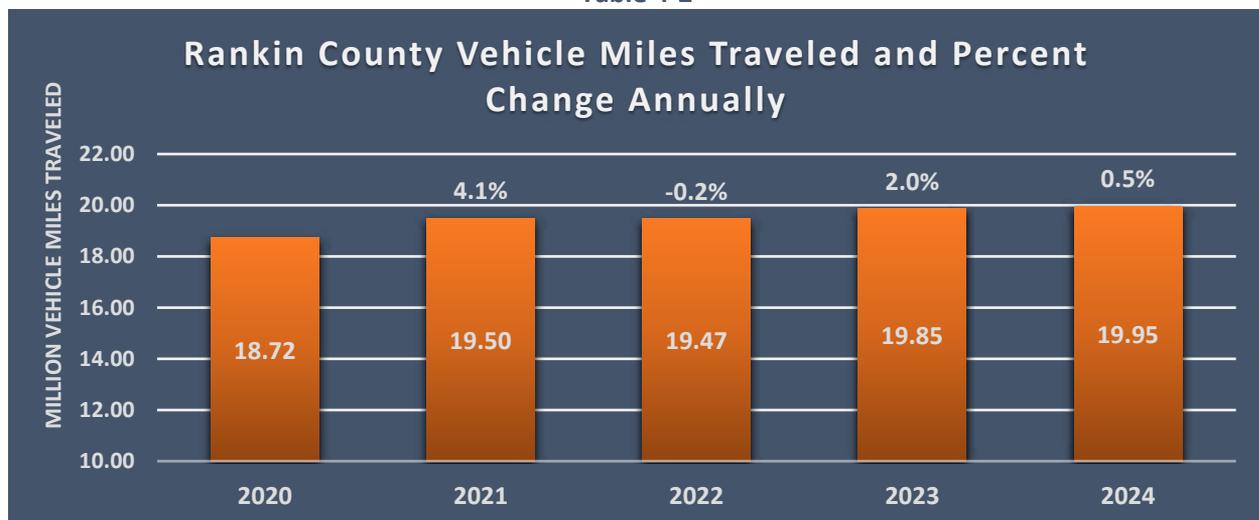
From 2020 to 2024 the number of crashes in Rankin County increased by 11.0% (Table 4-1). During that same time period, the annual vehicle miles traveled increased by 6.6% (Table 4-2).

Table 4-1



*Data provided by the MDOT and the MDPS

Table 4-2



*Data provided by the MDOT

As can be seen, the top five crash types in Rankin County between 2020 and 2024 make up 80.4% of all crashes with 39.9% involving automobiles being rear ended while moving slowly or at a stop. Additionally, 84.1% of all crashes occurred during dry conditions and 76.2% occurred during daylight hours.

Crash Type	Total Crashes	% of Total
Rear end slow or stop	8,737	39.9%
Angle	3,290	15.0%
Sideswipe	2,616	11.9%
Left turn same roadway	1,555	7.1%
Run off Road - Right	1,416	6.5%
Run off Road - Left	908	4.1%
Parked vehicle	893	4.1%
Deer	574	2.6%
Unknown	554	2.5%
Opposite Direction Sideswipe	336	1.5%
Rear end turn	186	0.8%
Other in road	170	0.8%
Head on	154	0.7%
Fell from vehicle	130	0.6%
Fixed Object	113	0.5%
Pedestrian	66	0.3%
Run off Road - Straight	63	0.3%
Overturn	58	0.3%
Animal	56	0.3%
Bicycle	15	0.1%
Other	15	0.1%
Jackknife	7	0.03%
Train	3	0.01%
Right turn same roadway	1	0.005%

Surface Conditions	Total Crashes	% of Total
Dry	18,432	84.1%
Wet	3,220	14.7%
Ice/frost	123	0.6%
Water (standing, moving)	62	0.3%
Mud, dirt, gravel	30	0.1%
Unknown	29	0.1%
Other	12	0.05%
Snow	5	0.02%
Slush	2	0.01%
Oil	1	0.005%

Light Conditions	Total Crashes	% of Total
Daylight	16,705	76.2%
Dark - lighted	2,242	10.2%
Dark - not lighted	2,102	9.6%
Dawn/dusk	717	3.3%
Dark - unknown lighting	101	0.5%
Unknown	33	0.2%
Other	16	0.1%

Table 4-3

Rankin County Total Fatalities and Percent Change Annually



*Data provided by the NHTSA

Table 4-4

Rankin County Fatality Rate Per 100 Million Vehicle Miles Traveled (VMT)



*Data provided by the NHTSA and the MDOT



Table 4-5

Rankin County Total Serious Injuries and Percent Change Annually



*Data provided by the MDOT and the MDPS.

Table 4-6

Rankin County Serious Injury Rate Per 100 Million Vehicle Miles Traveled (VMT)



*Data provided by the MDOT and the MDPS.



Rankin County Bicycle and Pedestrian Fatalities and Serious Injuries

By the Numbers

Fatalities	2020	2021	2022	2023	2024	5-yr Average
Bicyclist	0	0	0	1	0	0.2
Pedestrian	1	1	0	1	5	1.6
Combined	1	1	0	2	5	1.8

Table 4-7
Rankin County Non-Motorized Fatalities



Serious Injuries	2020	2021	2022	2023	2024	5-yr Average
Bicyclist	1	0	0	2	3	1.2
Pedestrian	5	4	5	11	4	5.8
Combined	6	4	5	13	7	7.0

Table 4-8
Rankin County Non-Motorized Serious Injuries



*Data provided by the NHTSA, MDOT and the MDPS

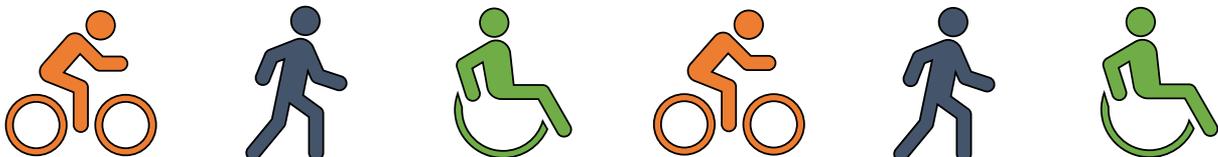
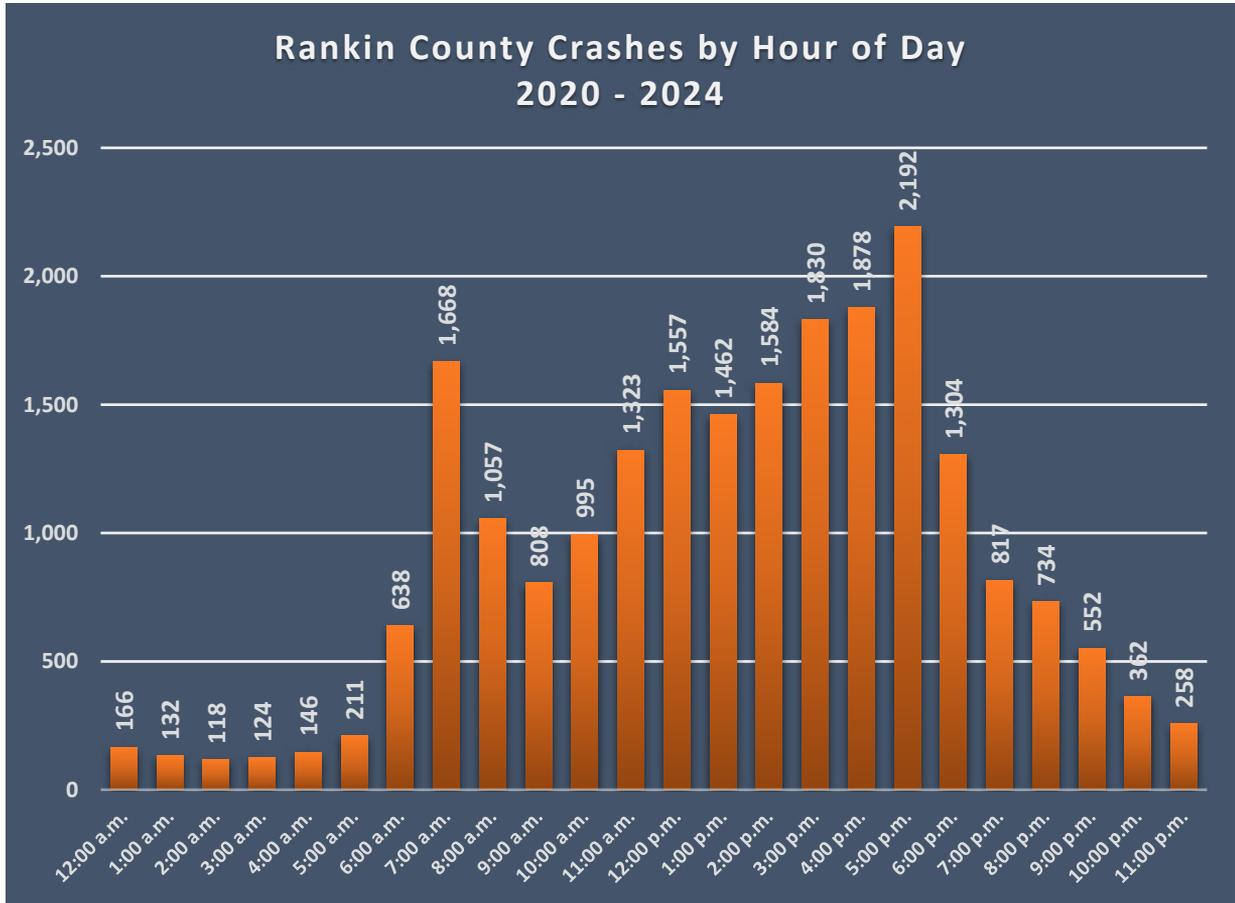
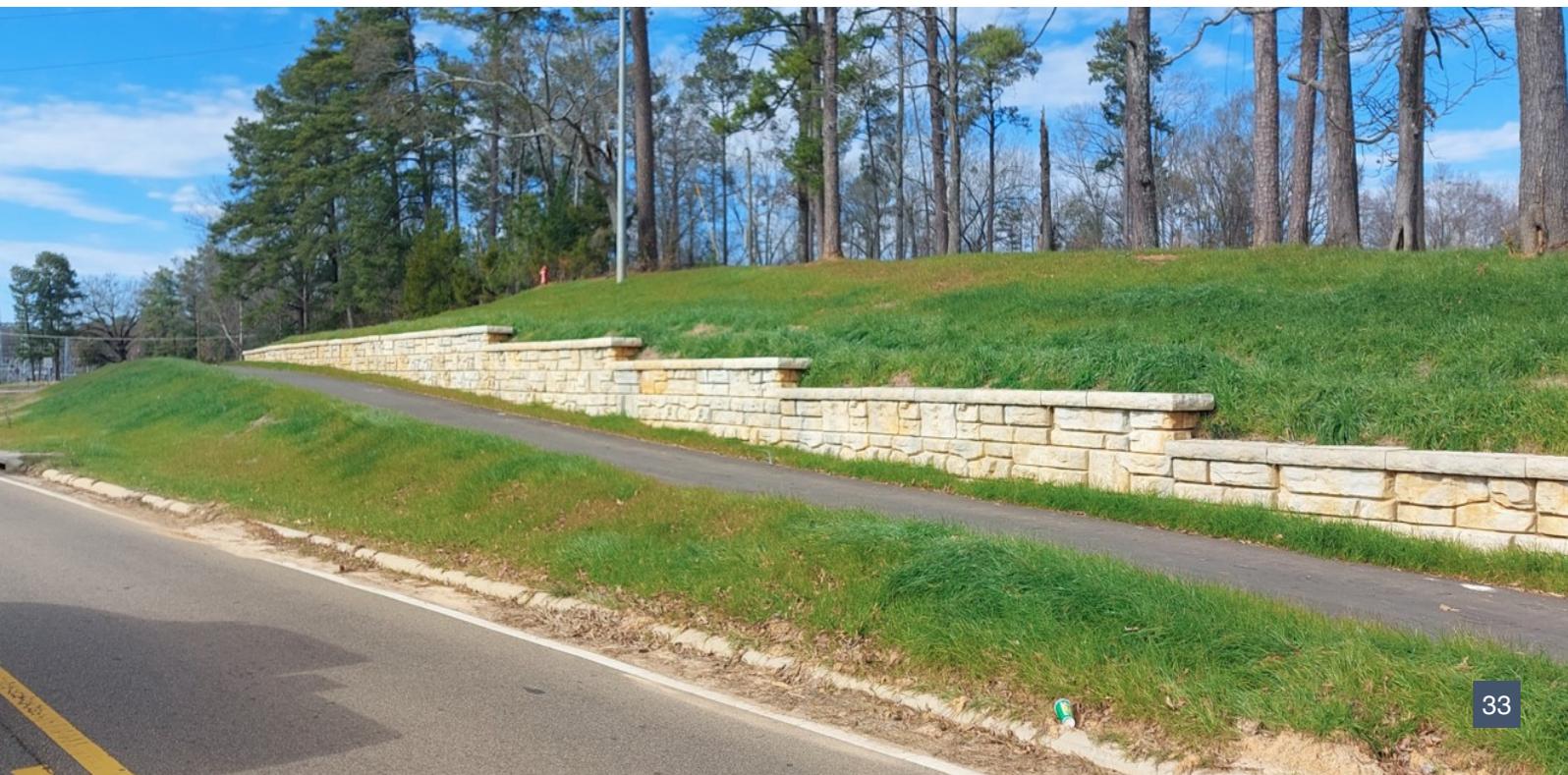


Table 4-9



*Data provided by the MDOT and the MDPS



General Crash Statistics

51.1%

of all crashes occurred at intersections

51.1%

of intersection crashes involved a car being rear ended

3.9%

of all serious injuries resulting from auto crashes involving bicyclists and pedestrians

9.4%

of all fatalities resulting from auto crashes involving bicyclists and pedestrians

84.1%

of all crashes occurred during dry roadway conditions

76.2%

of all crashes occurred during daylight conditions

2.3%

of all crashes involved alcohol

10.9%

of all crashes are run off road crashes

Rankin County Overview

Between 2020 and 2021 Rankin County saw a 9.0% increase in total crashes. The following two years the county experienced decreases only to see an 8.0% increase in the final year of the planning period. Overall, between 2020 and 2024 the county experienced an 11% increase in total crashes. Between 2022 and 2023 the county had a decrease in total fatalities at four or -19%; however; during the final year of the study period (2024) the total amount of fatalities increased by seven or 41.2%. The total amount of serious injuries resulting from automobile crashes was at its highest in 2020 with 192. Since that time the total amount has decreased by 7.3% over the five-year study period with the lowest amount being in 2022 at 153. The total amount of bicyclist and pedestrian fatalities has remained low throughout the 2020-2024 study period with the county experiencing only one bicyclist fatality which occurred in 2023. The total amount of pedestrian fatalities has remained very low until 2024 when the county had a total of five pedestrian fatalities in a single year.



Resources

Federal Highway Administration (FHWA)

Mississippi Department of Transportation (MDOT)

Mississippi Department of Public Safety (MDPS)

Mississippi Office of Highway Safety (MOHS)

National Highway Traffic Safety Administration (NHTSA)



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